

by a continuation of older patterns of non-specialized production.

By the same logic, assembly operations may also be located in Canada. In 1964, some assembly plants in such cities as Toronto, Montreal, Hamilton, Windsor, and Vancouver could be building cars to serve certain sections of the United States as well as sections of Canada. And, of course, they would also be building cars for shipment to other parts of the world. It would not be at all surprising to me if, in another 20 years, something like 10 percent of total United States and Canadian automotive production—including components—will be exported, as compared with only about 3 percent today.

By 1984 we can expect Canada and the United States to divide the total automotive production of the two countries more nearly in proportion to their population than they do at the present time. Canada's population is now about 10 percent of the population of the United States—but the value of Canada's automotive production is about 5 percent of that in the United States. Through the greater efficiency achieved by specialization and increased volume—and through improved access to the markets of the world—there should be no doubt of Canada's ability over the long run to achieve virtual parity with the United States in automobile production.

All of this will take time. And it will also take patience and a willingness to look beyond immediate inconveniences and frustrations to eventual benefits. As Dean Bladen says, "Immediate preoccupation with the short-run problems of the industry must not inhibit consideration of some long-run possibilities." Success in moving toward the more rational organization of the automobile industry in our two countries will also require confidence on the part of U.S. automobile men in the consistency of governmental policy in Canada. If they were to become skeptical about something like the Drury plan, for instance, and should begin to look upon it as a short-term expedient, motivated by political considerations, they might be reluctant to source all or even a substantial share of an automobile component in Canada. No automobile company can ever afford to put its complete reliance upon one source without strong confidence in the continuity of supply at a reasonable and stable cost.

What we have in the making is the equivalent of a common market in North America. In its first stages, some years from now, it will probably be limited to the trade of our two countries, but eventually, as Mexico and then other countries in this hemisphere become strong enough to trade on freer terms, the scope of that tariff-free area may expand. We have congratulated ourselves for so long on our ungarded frontier and our unparalleled volume of trade that we may have become somewhat complacent, and insensitive to the need for change. The countries of Western Europe, on the other hand, when it became clear that their economic future was being mortgaged by economic nationalism, began more than a decade ago to take steps to free their borders of tariffs and to make possible for their industries the economies of scale through access to wider markets.

Right now Canada and the United States find themselves at about the same stage in grappling with this new concept of a continental economy that the six Common Market countries reached in 1953, when they took the first step toward the Common Market by establishing the European coal and steel community. The important thing is that here in North America we have got hold of a new idea. And as Justice Oliver Wendell Holmes once said, "Man's mind, once stretched to a new idea, never returns to its former dimensions."

I think all of us, Canadians and Americans alike, were pleased with the spirit of

the meeting a few weeks ago in Washington, of Lester Pearson and Lyndon Johnson. The communique issued at that time seemed to promise closer and more effective means of consultation between our governments in the future than in the past. Reaching effective agreement on the kind of economic policy we have been considering today is far more difficult than reaching agreement on the use of the water in the Columbia River, but with enough good will and good sense it can be done.

I was impressed recently by an editorial in the Toronto Globe and Mail which, after discussing in a cool and rational way the problems of Canadian economic policy, concluded with these words:

"Let us make conscious decisions about the direction of national policy, recognizing what is involved and facing the consequences boldly. Let us decide if we are in favor of independence or interdependence, economic nationalism or economic integration. And having decided, let us design our policies accordingly and move with determination and decision, instead of drifting and hoping for the best."

From what I know of Canada, I believe the decision will be made, if it hasn't already been made, in favor of moving out boldly toward vigorous and unlimited economic expansion and a great and satisfying future for the Canadian people. And being as fond of your great country as I am, I couldn't be more pleased.

Lest We Forget

EXTENSION OF REMARKS

OF

HON. MILWARD L. SIMPSON

OF WYOMING

IN THE SENATE OF THE UNITED STATES

Monday, March 16, 1964

Mr. SIMPSON. Mr. President, 6 more American servicemen lost their lives over the weekend in Vietnam, bringing to 199 the number of American troops who have fallen in the dirty little undeclared war in that nation.

But Vietnam is not the only battleground of the 14-year cold war. Americans have lost their lives in virtually every continent and clime in a war, the ferocity of which has at times matched the confrontations of World War II and Korea.

The Republican policy committee has compiled a chronology of U.S. aircraft attacked by Communists since 1950. Under the heading "Lest We Forget," are enumerated the incidents which have accounted for the lives of 96 American servicemen and the wounding and injury of dozens of others outside of the war in Vietnam.

This chronology, I feel, is important to the dialog on the cold war, and I ask unanimous consent, Mr. President, that the memo, "Lest We Forget," be printed in the Appendix of the CONGRESSIONAL RECORD.

There being no objection, the memorandum was ordered to be printed in the RECORD, as follows:

[Senate Republican Memo No. 10,
Mar. 12, 1964]

LEST WE FORGET

April 8, 1950: Unarmed Navy Privateer shot down over the Baltic Sea; 10 crew members missing.

November 6, 1951: Navy Neptune patrol bomber disappeared on a U.N. weather reconnaissance flight over international waters off Siberia after Soviet planes fired on it; 10 crew members missing.

July 31, 1952: Navy PBM Mariner on routine patrol over Yellow Sea severely damaged by two Chinese Communist Mig 15's; two crewmembers killed, two injured; plane made it to Paengnyong-do, Korea.

January 18, 1953: P2V-5 Neptune forced to ditch in Formosa Strait off Swatow, China, after being fired on by Communist shore batteries; six crewmembers missing, although Navy had reason to believe that two may have been alive.

March 10, 1953: T-34's in U.S. Zone of Germany about 7 miles west of Czech border fired on by two Mig's; one shot down, landing in Germany.

March 15, 1953: RB-50 attacked by Mig 15, 25 miles off Soviet territory and about 100 miles northeast of Petropavlovsk (Kamchatka). One Mig of two-ship formation fired on U.S. plane, which returned fire. No damage to either plane. U.S. plane returned to Elmendorf Air Force Base, Alaska.

July 29, 1953: B-50 shot down over the Sea of Japan, 1 man recovered, 16 lost.

March 12, 1954: One Mig 15 fired on two Navy planes, damaging tail of one. The two U.S. Navy AD's were from the Mediterranean-based carrier *Randolph* and were fired on over or near the Czechoslovakian border. The Communist plane was Czech. No casualties.

July 25, 1954: Two Skyraiders from the U.S.S. *Philippine Sea*, searching for survivors of a British airliner downed in South China Sea, July 23, 1954, by Chinese Communists, were fired on by two Chinese fighter planes (LA-7's). The American rescue planes returned the fire and downed both Chinese planes. No American casualties; 10 persons lost, including 3 Americans on British airliner.

September 4, 1954: Navy P2V Neptune patrol bomber was shot down over high seas, 40 miles from Siberian coast. The P2V was attached to Patrol Squadron 19 out of Atsugi, Japan, and was shot down by two Russian jets; one dead, nine survivors. Location: Sea of Japan.

November 7, 1954: RB-29 shot down by Russian Mig's over North Hokkaido, 10 survived—1 dead.

February 5, 1955: RB-45 escorted by 12 F-86's on reconnaissance mission over Yellow Sea attacked by 4 North Korean Mig's; two Mig's shot down. No casualties.

February 9, 1955: Navy carrier-based AD Skyraider was shot down by Communist anti-aircraft fire while giving aerial cover during evacuation of Chinese nationalists from the Tachen Islands. A few days earlier a P2V Neptune was fired on with minor damage from flak in its wing section. No casualties in either case.

May 10, 1955: 8 F-86's on patrol mission over international waters off the coast of North Korea attacked by 12 to 15 Mig's; 2 Mig's shot down with pilots bailed out, a third Mig seen diving straight down trailing smoke. No U.S. casualties.

June 22, 1955: Navy P2V Neptune patrol bomber was attacked by two Russian Mig's over international waters in the vicinity of St. Lawrence Island. The plane was on a routine flight from Naval Air Station, Kodiak, Alaska. One engine was set afire and plane crash landed off St. Lawrence Island; three crew members injured, eight unharmed.

August 18, 1955: Unarmed T-6 trainer shot down by ground fire from North Korea, crashed near demilitarized zone. Air Force pilot and Army observers' bodies returned to U.N. control 5 days later. C-47 searching for T-6 fired on but returned safely.

August 22, 1956: P4M Mercator shot down off coast of Communist China (Wenchow), with 16 aboard missing; 4 bodies recovered;

other 12 were presumed dead and this was announced August 31, 1957.

June 12, 1957: Naval aircraft on routine training flight off Chinese coast in Formosa Straits area were fired on and slightly damaged by Chinese Communist antiaircraft fire. Plane damage minor, no personnel injuries.

March 6, 1958: F-86 on local training flight shot down by North Koreans in the area of the demilitarized zone between North and South Korea; pilot survived and returned.

June 27, 1958: Unarmed U.S. Air Force C-118 transport plane shot down in Soviet Armenia by two Soviet Mig fighters. The nine crew members reported they were intercepted by the Mig's and set afire at 15,000 feet. All were returned to their home station at Wiesbaden, after a flight from Teheran on July 8.

September 2, 1958: C-130 shot down in Soviet Armenia; 17 aboard—all missing; U.S.S.R. returned remains of 6 bodies—4 identified, 2 unidentified.

November 17, 1958: Mig's fired on RB-47's, one over Baltic, one over Sea of Japan. No damages; no casualties.

June 15, 1959: P4M Mercator on routine training flight off Korean coast, 85 miles east of Wonsan, North Korea, was fired on by two Mig fighters. Plane badly damaged but returned safely to Air Force Base, Miho, Honshu, Japan. Tailgunner seriously wounded, no other casualties.

July 1, 1960: RB-47 shot down over Barents Sea; four dead or missing—two captured by Soviets and returned to United States.

May 17, 1963: U.S. Army helicopter checking flight border markers shot down by North Koreans, crashed in demilitarized zone; two crew members still prisoners of North Koreans.

January 28, 1964: T-39 transport-trainer with three pilots, strayed over East German border and was shot down by East German fighters; three killed—remains of three returned.

March 10, 1964: RB-66B on training flight strayed into East Germany and shot down by Russian fighter 30 miles from border. The three crewmen survived.

This list does not include U.S. aircraft attacked by the Communists in South Vietnam.

Whitewash

EXTENSION OF REMARKS OF

HON. J. ARTHUR YOUNGER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES
Monday, March 16, 1964

Mr. YOUNGER. Mr. Speaker, there seems to be a growing opinion that the Bobby Baker case will be an important factor in the coming campaign.

The Washington Evening Star of March 12, 1964, printed an excellent editorial on this subject entitled "Whitewash" which follows:

WHITEWASH

Those who have been trying to identify that unpleasant odor floating around the Senate side of the Capitol need go no further. It's whitewash.

There is every indication that the Senate Rules Committee, under the chairmanship of Senator JORDAN of North Carolina, is preparing to give up the ghost in its "Investigation" of the Bobby Baker scandal. Apparently the committee, or the controlling members of the committee, have had enough. They don't want to develop the whole truth for the edification of the public.

The excuse offered is that there are no other useful witnesses who might be called. This is nonsense.

What about Senators? What about party girls? What about unexplored statements regarding campaign funds? What about Jay McDonnell, who was fired as assistant to Bobby Baker because he didn't agree with all aspects of the Baker method of operation? What about a lobbyist named I. Irving Davidson, who might have some important testimony to give?

Most important of all, what about Walter Jenkins, longtime aid to Lyndon B. Johnson?

Senator WILLIAMS, Republican, of Delaware, has just given the committee an affidavit from Don R. Reynolds, Silver Spring insurance man, which raises grave questions respecting Mr. Jenkins. Shouldn't these be explored—at least to the extent of trying to pin down the truth?

And what about the deal in which Mr. Reynolds said he bought \$1,280 worth of useless advertising time on the Johnson television station in Texas after he had sold a \$100,000 life insurance policy to Mr. Johnson? Mr. Reynolds has testified under oath that he discussed this advertising project with Mr. Jenkins. Mr. Jenkins has never been called to testify. But he has denied in a sworn statement that he had "any knowledge" of the arrangements between Mr. Reynolds and the station.

Is this not important? Mr. Jenkins was a Senate employee at the time. Why has he not at least been called as a witness and cross-examined in an effort to clear up this apparent discrepancy? Mr. Reynolds undoubtedly paid for the time. Somebody made the arrangements. Why is the committee so afraid to explore the matter?

Whitewash is a useful commodity for sprucing up fences and outbuildings. But it serves only one purpose in this instance—to leave in the public mind a deep and fully justified suspicion that the Senate Rules Committee is trying to cover up a major scandal with far-reaching ramifications.

Proposed National Holiday, November 22, in Memory of the Late President Kennedy

EXTENSION OF REMARKS OF

HON. VANCE HARTKE

OF INDIANA

IN THE SENATE OF THE UNITED STATES
Monday, March 16, 1964

Mr. HARTKE. Mr. President, the La Porte County Labor Council of the AFL-CIO in La Porte, Ind., at a recent meeting passed a resolution asking for the establishment of November 22 as a national holiday in memory of the late President Kennedy. I ask unanimous consent for the printing of that resolution in the Appendix to the Record.

There being no objection, the resolution was ordered to be printed in the Record, as follows:

RESOLUTION OF LAPORTE COUNTY LABOR COUNCIL, AFL-CIO, LA PORTE, IND.

Whereas President John F. Kennedy, the youngest man to ever become President of the United States of America, sacrificed his life for the Nation;

Whereas he devoted his time and efforts as President to the cause of freedom in the United States and throughout the world;

Whereas he always expressed his concern

for the welfare of humanity through his efforts and actions to build a better society in which to live;

Whereas as the first Roman Catholic to ever become President of the United States, he showed no favoritism to the Catholic Church, thus dispelling many doubts and fears of other religious groups;

Whereas he proved himself to be an untiring and fearless leader and never retreated when the cause of justice and freedom were at stake; and

Whereas we have suffered a great loss through his untimely death: Now, therefore, be it

Resolved, That the La Porte County Labor Council, AFL-CIO go on record as requesting and petitioning the Congress and Senate of the United States to declare November 22 of each year as a national holiday.

JAMES L. KINTZLE,

President.

First Man To Break 9 Seconds for 100-Yard Dash

EXTENSION OF REMARKS OF

HON. CHARLES E. BENNETT

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES
Monday, March 9, 1964

Mr. BENNETT of Florida. The fastest man in the world today is Robert Lee Hayes, of Jacksonville, Fla., a student at Florida A. & M. University in Tallahassee, Fla. Mr. Hayes is one of the country's outstanding athletes and is currently the holder of the world record in the 100-yard dash and in the 60-yard dash. He is a great representative of young America. I am happy to include the following article about Bob Hayes from Time magazine of March 13, 1964, in the CONGRESSIONAL RECORD:

FIGHT FOR A FRACTION

What is a tenth of a second? It is one-eighth of a heartbeat, one-thirtieth of a sigh, one-twenty-one billionth of a lifetime. It is, literally, the blinking of an eye—an insignificant instant to people who measure their lives in minutes or months or 40-hour weeks. But not to Robert Lee Hayes, 21, a husky sprinter from Florida A. & M. University. Hayes is the world's fastest human, a title he holds by virtue of the fragile fact that he can run 60 yards or 100 yards a tenth of a second faster than anybody else who ever lived.

PIGEON TOED AND KNOCK-KNEED

Bob Hayes' mother remembers that he was a late walker and the slowest dishwasher in the family. Jake Gaither, Florida A. & M.'s football coach, recalls the first time he saw Hayes run: "I had to smile a little. He was pigeon-toed and knock-kneed, and he sort of wobbled. 'Jake,' they told me, 'you've got to teach that boy how to run.' But then I saw how he left those defensive backs behind, and I said, 'Let him alone. He'll do all right by himself.'" That was 4 years ago, and Bob Hayes still does not act like a man in much of a hurry. He yawns a lot, and he never stands when he can sit. He is taking 5 years to finish college. He has trouble keeping his weight down, and he still runs pigeon-toed—so much so that he is forever stabbing himself ("usually in the big toe") with his own half-inch-long track spikes.

But nobody makes fun of Bob Hayes any more. Outdoors in St. Louis last June, he ran the 100-yard dash in 9.1 seconds, clipping 0.1 second off Frank Budd's world rec-